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[a241] **THE MANAGER.**

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[a2781]



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**MARRIAGE.**  
On 14th January, at the Union Church, by the Rev. C. H. Hickling, W. BRID BOND, to ANNIE ALLEN ROBERTSON, of Nairo, N.B. [246]

**The Daily Press.**

HONGKONG OFFICE: 14, DES VOUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, JANUARY 16TH, 1905.

A comparison of life in China with that which is passed by average people at Home has always been a favourite subject of discussion. There is a certain fascination about "Home," with its old associations, which exercises an influence, conscious or unconscious, upon most people who for a time are exiles in the Far East. Life here is looked upon by most people as a dwelling in tabernacles to be succeeded in due time by a better existence in a happier land. The hope of returning to familiar surroundings, to well-known scenes and early surroundings, is steadily kept before their eyes by the large majority of persons from the day they land; and with this hope, a tendency generally arises to depreciate what is actually around them, and to make comparisons, often of a somewhat superficial character, between this ideal and the life which has of necessity to be spent for a time out here. People are thus a little too much inclined to overlook many advantages which they enjoy, and come by degrees to consider they are in a way ill-used by having to pass a part of their lives in a country so different from the one from which they come. The comparisons which are thus made are generally to the disadvantage of life in these parts. Its many advantages are taken as a matter of course, and whatever of good may be found, the idea is for ever present "how much better this would be, if it were

only at Home." A good deal of this results from the somewhat simple fact that the real life in China is compared with an imaginary one at Home, or at best with one which could only be enjoyed by persons of a certain amount—much more than many consider—of affluence, and in surroundings which in the nature of things few people are fortunate enough to find. In China people live on the whole fairly comfortably, and have a life which is not incompatible with considerable intellectual enjoyment and activity; and even in the aesthetic direction life is far more enjoyable in the Far East than in many other places, and even at Home to very large classes, whose positions in life give them little leisure for cultivating the Arts, and who in many cases have in this respect to "starve in the midst of plenty." In these days of ready inter-communication there are no places where at times artists of the highest European reputation do not occasionally appear, and though these visits may be few, there is this essential difference, as compared with Home, that people out here are able to hear them, whereas at Home their leisure and means are often too moderate to permit very much in this direction. There are, however, many subjects for intellectual exercise constantly before us—quite enough to prevent minds with anything like individual initiative from becoming cramped or limited, if people will only take the trouble to look round and see what is around them and take an interest in what is actually under their eyes. At present indeed the subjects which are of special interest out here happen to be those which are engrossing the attention of the whole world; but even in normal times there is enough to keep people's intellect on the alert, and no one need want subjects for interesting study in the Far East in these days. We can't of course have picture galleries

and grand specimens of architecture such as are to be seen in every large city in Europe; but on the other hand there are many things even in this direction locally, which are well worthy of attention and study, if regarded in some more serious light than as mere passing curiosities.

Taken altogether, the life in these parts may be considered as one which on the whole compares favourably with life in very many other parts, and even in many ways with the ordinary life of people in Europe. We are apt to overlook the fact that at Home, though surrounded by objects conducive to intellectual culture, the opportunities of seeing them—much more of studying them critically—are comparatively rare to anyone engaged in active pursuits. It thus happens that many who return from the East are disappointed at what they find; and discover that in looking back on Home as well as in looking away from it, distance may lead enchantment to the view; and not a few would like to have the old life in China again, and recall many advantages which were taken as of little account while they were within reach. There is, of course, always the climate to take into consideration; but after all, most countries have climates, and some of them very unpleasant ones—such as London fogs; but with moderate care and reasonable mode of life the climate at most places where Europeans reside in China need not create any great alarm. Taken altogether, life in these parts may be quite as full, both physically and intellectually, as in other places, if we avoid the mistake of under-estimating its advantages, and over-estimating those in other places, chiefly from the fact that for the nonce they are unattainable.

There are now about 30,000 Chinese on the Rand.

Major H. J. Bowman, Sherwood Foresters, has retired.

Russia, it is reported, has placed an order in France for a new cruiser of the *Bayan* class.

An examination for certificates of competency as pilots will be held at the Harbour Office to-day.

The Army Orders will appear regularly on page 5. Training notes, and other matter, appear there to-day.

The s.s. *Lindula*, a B. I. vessel chartered by the Portuguese Government, is expected at Macao with the troops who left Portugal by the transport *Sao Thomé* (recently wrecked in the Red Sea) on the 18th inst.

We are informed that the steamer *Tung Chow*, which was arrested for having a cargo of unmanifested ammunition, is still in Police custody, and the ammunition is being removed from the ship to local powder magazines.

It is officially notified that the following are authorised ricksha stands in Kowloon—Ferry Pier, 20 rickshas; junction of Elgin and Macdonnell Roads, 10; junction of Elgin and Robinson Roads, 10; junction of Austin and Robinson Roads, 6; junction of Cameroo and Cameron Roads, 10.

H.M.S. *Vengeance* has been ordered to prepare to proceed to Malta. A battleship may also leave the China Station. This is the first move at reducing the strength of the fleet out here.

Mr. Sutor, N.S.W. Commercial Agent, says:—There are many large engineering works in contemplation in the East, where very large quantities of piles will be required. The Orient is destined to be a great market for timbers of all grades.

H.M.S. *Britannia*, a first-class twin-screw armoured battleship of 16,350 tons, has been launched at Portsmouth. She is of the *King Edward* class. Five battleships of the same class are under construction, each ship costing about £1,500,000.

The programme of music to be performed by the band of the 110th Mahat Light Infantry on the New Parade Ground this (Monday) evening, from 4 to 5.30 p.m.:—  
March "The Iron Feet" Vaz  
Song "The East and the West" Cyril  
Song "Ora Pro Nobis" Piccolopini  
Valse "Revenez" Fallet  
Selection "Veronique" Messenger  
American sketch "Way down in Tennessee" Knowles

Senhor Conselheiro Romano, the Portuguese Consul-General, and Senhor Leiria, the Vice-Consul, entertained the commanders and officers of the *Vasco da Gama* and *Admiral* at tiffin at his residence, "Daart," yesterday. The party numbered 24, including Mrs. Romano and Mrs. Leiria. The *Vasco da Gama* is expected to leave for home soon after the departure of the *Lindula* with the time-expired men from Macao.

What might be termed the most successful of the successful orchestral concerts given by the excellent band of S.M.S. *Fuerst Bismarck* was that which took place at the Theatre Royal, City Hall, on Saturday night. The concert was in aid of the funds of the Sailors' and Soldiers' Home, and there was a full house. A good programme of music from high-class composers was rendered, and the rounds of applause following each selection testified to the appreciation of the audience.

The following is the list of Hongkong architects at present authorised—Messrs. H. W. Bird, G. Blood, J. E. Boulton, A. Bryer, W. Chatham, W. Danby, A. Denison, H. G. C. Fisher, C. H. Gale, L. Gibbs, A. E. Griffin, B. Harker, E. M. Hazeland, A. H. Hewitt, A. E. Hollingsworth, A. Shelton Hooper, P. N. H. Jones, W. P. Lambert, J. E. Lee, J. Lemm, D. Macdonald, J. Orange, A. H. Ough, T. L. Perkins, S. J. Powell, E. A. Ram, C. H. Raw, C. B. Thomas, F. P. Tocker, A. Turner, C. Warren, Wong Kat Son, Wong A. Chong, and A. Wright.

Inspector Robinson's case, wherein five Chinese—three men and two women—were charged with assaulting Chang Kung Kai and a Chinese woman named Chang Fung in consequence of the latter's alleged conjugal unfaithfulness, was continued before Mr. H. H. J. Gompertz at the Police Court on Saturday morning last. After the hearing of further evidence, His Worship said it was clear that the first complainant had a very bad beating, in which probably several people had helped. No doubt Chang Kung Kai deserved all he got, but at the same time His Worship wished to inform the defendant that what they did was a serious breach of the peace; had the man died under their hands, or suffered seriously, they would have been in a very unpleasant position indeed. However, taking into consideration the provocation, he would fine the first and second defendants \$10 each. He would further severely caution the whole of the defendants, and bind them over to keep the peace for six months in a personal bond of \$20 each.

The annual "Smoker" of the Hongkong Club took place at the Western Hotel on Saturday night last. The following was the musical programme, each and every item of which was well received.—Mr. Winter, song, "Good Old Annual"; Mr. Golding, song, "Wedding Bells"; Mr. James, song, "By Order of the Tsar"; and "A Song at Twilight"; Mr. Cooper, song, "Let go, Eliza"; Mr. Armistage, song, "Don't go and tell them"; Mr. Timmas, Oboe solo; Mr. Burnett, "Bonnie Mary of Argyll"; and other items: Mr. Rogers, song, "The Steeple on the Hill"; Mr. Davenport, song, "Don't Worry McCarthy"; Mr. Cox, song, "Fighting Ships of England"; Mr. Bailey, song, "My Daddy is a Gentleman"; Mr. Jepson, song, "I want to see the old home again"; Mr. Clark, song, "So was your humble servant." The committee responsible for the success of the entertainment consisted of Messrs. Gast, Hodgson, Dell, Willis, Fox, Evans and Lintham.

## THE HOLLYWOOD ROAD HOLOCAUST.

CHARGES OF MURDER AND ARSON.  
At the Police Court on Saturday morning last, before Mr. H. H. J. Gompertz, Chan Chung-ang and Tang Fung were charged with (1) Feloniously, wilfully, and of their malice aforethought, killing and murdering Chan Sing, Chin Wong, Wong Wai Hing, and Wong Wai Sing; (2) That they did set fire to a certain dwelling house, to wit, No. 103, Hollywood Road, contrary to Section 3 of Ordinance 6 of 1865, the following persons being in the said house at the time—Leung Kai, Lai Yuk, Ng Tim, and Mak Choy.

Sergeant In P. Chief of the Chinese Detective Force, gave evidence as to the arrest of the prisoners, and the case was remanded till Thursday next.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

## INTERNATIONAL FOOTBALL.

LONDON, 15th January.

In the International Rugby Football Competition Wales has beaten England by 25 points to nil.

[Last season, Scotland was the winner, England and Wales tying for second place. Wales beat well, as now, but did not maintain the excellence of its teams. England's defeat at the last was due to superior Scotch gamina. Wales was noted for careful play, while the Englishmen made mistakes.]

## NAIRN DEAD.

LONDON, 15th January.

Sir Michael B. N. Bart., benefactor of hospitals and other charities, is dead.

[He was one of last baronets.]

[REUTERS' SERVICE.]

## THE UNITED STATES.

LONDON, 12th January.

President Roosevelt strongly advocated a special session of Congress for the readjustment of the tariff, but the session is not likely to be before the autumn.

## THE BRITISH PARLIAMENT.

LONDON, 12th January.

Parliament will meet on the 14th February. There are persistent reports in Parliamentary circles that there will be a dissolution in March.

## THE UNITED STATES STEAMSHIP SUBSIDIES.

LONDON, 13th January.

The Commerce Committee of the Senate has increased the maximum subsidies reported in the telegram of the 8th instant, to \$22,000 for a monthly, and \$160,000 for a fortnightly service on the Pacific coast to China, Japan and the Philippines.

## MR. BALFOUR ON BRITISH ARMY AND NAVY REFORM.

LONDON, 13th January.

Mr. Balfour speaking at Glasgow dwelt on the achievements of the Government in the direction of Army and Navy reform; he said that the real problem of the British army arose at the point where there was a possibility of it, alone, coming into conflict with a great military empire; the problem of the army was the problem of the defence of Afghanistan; the changes in the War Office would enable us to intervene more effectively in any contest on the North-west frontier of India; moreover, under the strong grasp of Lord Kitchener the forces in India were being reorganised so as to add enormously to their efficiency without a material addition to the numerical strength of the army. The new field gun was the most powerful in the world.

The result of the naval changes was, that the fighting power of the fleet during the first twenty-four hours of hostilities had been augmented threefold.

## THE WAR.

["DAILY PRESS" SERVICE.]

## JAPANESE CAPTURE BRITISH COLLIERIES.

Kobe, 14th January.

The Japanese have captured the British steamers *Rosley* and *Lethington*, carrying Welsh coal to Vladivostok.

[Both of these steamers belong to W. B. Rea, and hail from Belfast. They were both built by R. Duncan and Company, Limited, Glasgow, the *Zesley* in 1902, and the *Lethington* in 1901. They are vessels of 2,833 tons net, and 2,354 tons net respectively.]

[REUTERS' SERVICE.]

## ADMIRAL SKRYDLOFF.

LONDON, 12th January.

Admiral Skrydloff left Vladivostok yesterday for St. Petersburg.

## THE NEW RUSSIAN LOAN.

LONDON, 12th January.

The subscription to the new Russian loan has been opened in Berlin and closed immediately. The applications were unusually large.

## THE SUPPLEMENTARY SQUADRON.

LONDON, 13th January.

Admiral Botrovsky's squadron will leave Suez to-day.

## CHEFOO, ETC.

LONDON, 13th January.

Russia has sent a circular to the Powers complaining of China's violations of neutrality since the war began, and claiming the right to act in accordance with her own interests in the matter of the neutrality of China.

## SMUGGLING ARMS.

Before Mr. F. A. Hazeland at the Police Court on Saturday, Messrs. Lutgens, Elmstmann and Co. of No. 14, Des Vaux Road Central, were charged with importing arms without a licence. Mr. Herbst of the said firm appeared on behalf of the defendants and pleaded "Not guilty." Evidence showed that the defendants, through the permit of another firm, had removed a case of arms from a ship in port to the shore. His Worship inflicted a fine of \$1,000. Shortly after this, Mr. Gedge (of Messrs. Johnson, Stokes and Master's office), applied for a re-hearing of the case on the grounds that the manager of the firm did not understand he was charged. He then, he was only called upon to give an explanation. His Worship intimated that he would re-hear the case to-day.

## HONGKONG'S NEW CHIEF JUSTICE.

From official sources we learn that Mr. Francis Laylor Pigott, M.A., of Mauritius, will succeed Sir William Meigh Goodman as Chief Justice of the Colony. The Chief Justice is not expected to arrive before May, as Sir William Goodman's term of office does not expire until the end of April.

Mr. Pigott is a barrister-at-law, and was employed on special service by the Foreign Office in 1887. In November of the same year he also acted as legal adviser to the Prime Minister of Japan. He acted as secretary to the Attorney-General, Sir C. Russell (afterwards Lord Russell of Killowen), during the Behring Sea arbitration in 1893-4, and was appointed to Mauritius in 1894 as Procureur-General. He was Acting Chief Justice there between 1895 and 1897. Mr. Pigott has published works entitled "Foreign Judgments," "Services out of the Jurisdiction," "Ex-territoriality," and the "Law of Torts."

## POLICE PRESENTATION.

INTERESTING REMINISCENCES.

At the Central Police Station on Saturday morning a large number of the Police force assembled in the reading room for the purpose of bidding farewell and making a presentation to Inspector W. J. Ford, who, after twenty-two years' service in the Hongkong Police, was leaving that afternoon per the s.s. *Malta* for the old country. Chief Inspector Baker, in making the presentation, referred to the arrival of Inspector Ford and himself in 1882, from which time they had "been close comrades. The Colony in those days was not what it is at the present time, either in size, safety or health. Police duties were then very arduous; crimes were rampant, and armed robberies were of almost daily occurrence. It was not uncommon for the Police to have to turn out, armed to the teeth, to pursue marauding bands of robbers, especially in Bonham Strand district. But few houses were to be seen on the hillsides in those days, and there was only one European resident at Kowloon. The colony was smaller, and there were no reclamations such as we can boast to-day. These improvements have gone far to facilitate the suppression of crime, as the new and well-made roads furnish easier methods of getting about. Personally speaking, Mr. Baker said he lost a genial and genuine comrade, and friend of years, in the departure of Mr. Ford. The force also lost a tried and trusty officer, and he felt sure all were sorry to see him go, but doubtless he knew his own affairs best, so they could only hope he would have a pleasant time and safe voyage to the Home-land; a pleasant re-union with his wife and children, and long life to enjoy his well-earned pension. On behalf of his brother officers and himself, Mr. Baker then presented Mr. Ford with a handsome gold watch with the recipient's monogram engraved on the back, and an inscription reading as follows inside the case: "Presented to Inspector W. J. Ford by the European members of the Hongkong Police Force, January 1905."

Mr. Ford, in accepting the presentation, said he spoke with very mixed feelings, for, while on this occasion he could not but feel very great pleasure at the kindness shown him, and the appreciative remarks of Mr. Baker, he was still filled with regret that he had to leave so many old comrades. His first duty, however, was to those who awaited him at Home, and he earnestly hoped that all present might live to be the centres of such an occasion in their own good time, and, from the Captain Superintendent to the last joined constable, he wished them all health and happiness and a most prosperous career.

The health of the departing Inspector was then drunk, the toast being greeted with three hearty cheers and a "tiger." Mr. Ford then left for the ship with a number of his old friends.

## SHELL TRANSPORT AND TRADING CO. (LIMITED).

The report and accounts of the Shell Transport and Trading Company (Limited) for the year ending December 31, 1903, are in the hands of shareholders. The figures for the year 1902 were assessed in the report of September 9, 1904, as over-estimated to the extent of £11,296 18s. 6d. All differences in the accounts of that year have been merged in the accounts now presented as for 1903, the profits of which are diminished to the extent that those of 1902 benefited. Including the amount brought forward from 1902, there stands to the credit of profit and loss £230,330 7s. 4d. After deduction of management expenses and directors' and auditors' fees, £21,850, dividend on Preference shares, £50,000 income-tax, £12,061 18s. 2d.; the sum of £84,055 10s. 5d. as a provision for depreciation on steamers and installations, writing £10,000 from the cost and expenses of the Preference shares issue, and writing £2,500 from American expenses, there remains to be carried forward to the balance-sheet the amount of £158,552 18s. 9d. After providing for the dividend paid on January 1 of 1904, there remains to be carried forward the sum of £158,552 18s. 9d. These are the salient points of the documents.

## CANTON.

[FROM OUR CORRESPONDENTS.]

18th January.

## THE RIOTING.

There has been more trouble here in the last two days than can be remembered for many years. The people have risen in one of their periodical outbursts against the officials, and lives have been lost.

The history of the affair is as follows: A shoemaker in Sap Pat Po had refused to pay his rent, and his landlord thereupon accused him of allowing lawless characters to live in the house. The authorities arrested the tenant, and lodged him in No. 9 branch police station, thinking, no doubt, that nothing more would be heard of the matter.

But the neighbours—and the shoemaker in particular—were immediately up in arms at the injustice, for the man had been arrested on a charge which was known to be false. A petition was sent in to the authorities begging for the man's release, but was not noticed, and on Thursday morning—the man having been arrested the day before—a mob collected at the prison, stoned the Prefect of Kwongtung, and endeavoured to pull down the prison.

The Nanhui magistrate's soldiers were on the spot in force, and they found it necessary to open fire, killing three and wounding ten more.

All shops in the neighbourhood have been closed, and to-day (Friday) the street gates are again closed—crowds being thus prevented from gathering. Yesterday afternoon the streets near Sap Pat Po—one of the most important wards of the city—were full of armed soldiers.

At 11.30 last night fire broke out in a match shed near the police station where the prisoner is confined, in a place called San Tin Ti (the reclaimed land). People living in the "back row" on Shamene were disturbed by a tremendous commotion—the banging of drums, clashing of gongs, and shouts from a multitude of people. Those who knew of the morning's riot wondered what mischief was afoot, but it soon appeared that it was only a small fire, whether the work of incendiaries or not.

The Shamene Fire Brigade turned out, but their services were not called for, as the Chinese got the fire under in half-an-hour. Fortunately law and order were preserved, and no further attempt was made to release the prisoner. Further developments are expected.

## ANOTHER ACCOUNT.

12th January.

To-day there was a riot and strike among the shopkeepers in Canton, a police station being pulled down by the mob, and so far as I could ascertain three persons killed, and many wounded. The street gates were closed during the day, leaving space just large enough for one person to squeeze through, and soldiers were sent out to guard the streets and to stop the rioting. The origin of it was that a shoemaker's shop, Tak Cheung, in Sap Pat Po street, was owing some rent, and the landlord Chan Chow Tin sent someone to the shop to collect it. Upon the tenant refusing to pay there ensued a quarrel. A policeman by order of the landlord arrested one of the shopmen upon a charge that the shop was harbouring thieves, and took him to the station. The neighbours in the street were not satisfied with the conduct of the police, and they went up to the station to take him out. The police refused to release him, and they stormed the station. The police had a fight with the mob, and in the melee some three or more persons were shot and many wounded. All the shops in the Sap Pat Po and in the neighbouring street were closed and business stopped. While the prefect of Kwang-chow, the magistrates, and some military were attempting to reason with the rioters they were pelted. At 11.30 p.m. the rioters set fire to some houses, and an hour or so was occupied in putting the fire out.

## HONGKONG'S RAINFALL.

The monthly 1904 rainfall at Hongkong Observatory, with comparative figures, is as follows:—

	1904	Mean.	Max.	Min.
January	0.12	1.32	8.43	0.00
February	0.20	1.36	7.95	0.02
March	0.76	2.63	10.43	0.17
April	1.91	5.56	14.89	1.84
May	7.70	13.43	48.84	1.15
June	19.64	16.90	34.37	2.34
July	7.23	13.82	28.24	4.57
August	27.64	14.22	27.37	5.20
September	9.77	8.21	19.11	0.63
October	2.00	4.73	17.87	0.01
November	0.22	1.71	7.32	0.01
December	0.23	1.03	4.09	0.00

The yearly rainfall at Hongkong, as registered at the Hongkong Observatory, since 1864 is as follows:—

	inches.		inches.
1884 ... ..	75.42	1895 ... ..	45.33
1885 ... ..	104.92	1896 ... ..	72.79
1886 ... ..	69.17	1897 ... ..	100.43
1887 ... ..	66.29	1898 ... ..	57.02
1888 ... ..	104.58	1899 ... ..	72.69
1889 ... ..	119.72	1900 ... ..	73.73
1890 ... ..	70.93	1901 ... ..	55.78
1891 ... ..	117.12	1902 ... ..	97.50
1892 ... ..	90.97	1903 ... ..	93.65
1893 ... ..	99.95	1904 ... ..	80.42
1894 ... ..	104.25		

Last December meteorological observations show the maximum reading of the thermometer was 75.7 on the 8th; the lowest was 44.8 on the 24th; and the mean for the month was 60.7. The velocity of wind varied from 4 miles per hour to 19.9; the mean being 10.6, and the general direction east-north-east.

The P. & T. Times reports that a Chinese constable in South Africa, in a letter to a friend says:—"The English people treat us Chinese very kindly and generously. The climate is the same as in our own country. The compound is several ft. in size. There are several tens of mine shafts. The coolies have two meals with rice and one with bread daily."



## HONGKONG JOTTINGS.

The latest balance sheet of the Hongkong and Shanghai Bank must be a record one. Lucky are they who bought shares at the issue price of \$125, and have held on to them. The quotation now stands at \$705. After adding a million to the reserve fund instead of the usual half a million (making that fund to stand at \$18,000,000 while the paid-up capital is only \$11,000,000), and writing off property account \$200,000, the Directors are able to recommend a substantially increased distribution to the shareholders, and to carry forward no less than a million and a half. *C'est magnifique!*

Naturally while exchange stands high a good deal of complaint is heard about the maintenance of charges which were fixed when the exchange value of the dollar fell to 1s. 7d. and even lower. If there were any stability about the exchange rate of the dollar, the yearning for a reduction of prices to something like the old rates would demand immediate attention, but until we get fixity of exchange I fear we can hope for very little in the way of a cheapening of prices. As the dollar has fallen in value, not only has rent and the cost of living increased, but it must not be forgotten that salaries have also increased. The butcher who now charges much more for his meat than he did five years ago, doubtless finds that in the same period the working expenses of his business have increased in something like the same proportion—perhaps not quite to the same extent as his profits, but still to an extent which will not admit of a reversion to former prices in the market list. Before we can hope for much in that way, landlords must be induced to reduce rents to the old figure, and men must be found to work for the old wages. And as agreements for terms of years preclude hope of immediate change in that direction, even a decision to adopt a gold standard of currency could not immediately produce any substantial lowering of the cost of living. The only change we are likely to see in rents is in the direction of increase.

Following so closely as it does upon the triple execution in this Colony the sentence of four years imprisonment by the Russian tribunal at Shanghai for murder presents a striking contrast in ideas as to the punishment which fits the crime. By the way, it is worth remarking with reference to the triple execution in this Colony that though there was some talk of a petition for a reprieve, there seemed to be a remarkable unanimity of opinion as to the justice of the sentence and the wisdom of carrying it into effect. Happily, it is rare indeed that a white man stands at the bar of the Supreme Court in this Colony arraigned on a murder charge. It is more than twenty years since a white man stood on the scaffold in Victoria Gaol, but many Chinese have been hanged in the interval, and the memorable event in the police annals of the Colony placed on record last week demonstrates to the Chinese population that the British law as it is administered here as elsewhere is no respecter of persons.

There were good old times in China many centuries ago when the exemplary punishments consisted merely in a change in dress, the criminals having to dress in a certain way according to their offences. The step backwards to this from a four years' sentence for murder and deprivation of civil rights does not seem a great stride. In the days when China had these exemplary punishments, a Sage tells us "nobody committed an offence." The world, however, has changed since then. People in these days were "simple and honest"—now, according to the same authority, they are "deceitful and over-astute," and that being the case I am afraid that if we revert to the old exemplary punishments of China, the reputation of the fashions-makers in dress would, like Othello's, be lost. Most people would wear the uniform!

I am reminded by the preceding notes of a complaint which has reached me from the vicinity of the Gaol. It appears that the regulation hour for tin-dish washing in the gaol is about 8 a.m., after which hour sleep in the surrounding dwelling-houses becomes well-nigh impossible. Some years ago there was a similar complaint, but a petition to the authorities brought the suffering residents peace at night. Now the annoyance has been revived, and I am asked to publicly mention the matter in the hope that the "tintinabulation" may be deferred to an hour when the world and his wife are awake and can bear the noise without sore vexation of spirit.

How the acquisition of the Tadjong Pagar docks at Singapore by the Government is likely to affect Hongkong is a question which is not readily answered until fuller information is available of the intentions of the Government. It is doubtless one outcome of the conferences which have in recent years been held at Singapore by the Admirals of the China, Australia and East Indies squadrons. Just before his retirement from the Governorship of Singapore, Sir Frank Swettenham remarked in a public speech: "You have in Singapore the making of a great naval base which we believe is already almost impracticable." Whether the Government intends to create this great naval base we shall soon know; but whether they do or whether they don't, Hongkong is certain to remain the chief base for docking and refitting, and the private ship-building establishments of Hongkong may hope to derive some advantage for some years to come from the expropriation of the Tadjong Pagar Docks.

BANYAN.

## CRICKET.

**H.K.C.C. v. KOWLOON.**  
This match was played on Saturday. The H.K.C.C. won the toss and went in. C. H. Mackay scored 71 runs, and when innings was declared for 182, carried his bat. H. Hancock (Captain) on two occasions lifted the ball right out of the field for sixes. Sub-Lieut. Bainbow, R.N., by cautious play scored 35. For Kowloon, Lieut. Lamden (Captain) scored 72, having knocked up 100 in 4s and two 6s. Lieut. Heath scored 47 (one six) and Capt. Smith 29. Scores and analysis as follows:—

H.K.C.C.	KOWLOON.
Sub-Lt. Bainbow, R.N., b. Lamden.....	35
T. E. Pearce, b. Lamden.....	9
C. H. Mackay, not out.....	71
Com. Lamden, R.N., b. Horton.....	16
Capt. P. G. Davies, A.O.C., b.w. b.	
Walter Dixon.....	5
H. Hancock (capt.), b. Horton.....	18
Major, Lieut. C.S.O., b. Horton.....	0
R. E. O. Bird, not out.....	17
Extras.....	11
Total.....	182

Com. T. Sheffield, R.N., b. H. Morrell and W. Daniel did not bat (innings declared 182).

H.K.C.C.	KOWLOON.
Lt. P. N. Heath, c. H. Hancock, b. Pearce.....	47
G. Lightfoot, b. Bird.....	1
Lieut. Atry, 1st Lt., c. Bird, b. Morrell.....	0
Lt. Lamden, R.N. (capt.), c. sub, b. Chi-chester.....	72
(Capt. Smith, A.O.C., not out.....	29
Walter Dixon, c. Chi-chester, b. Davies.....	2
Lt. Duncan, R.N., not out.....	1
Extras.....	10
Total.....	169

Parkes, Butcher, Lt. Dorn, A.S.C., and Horton did not bat.

## BOWLING ANALYSIS.

H.K.C.C.	KOWLOON.
Walter Dixon.....	21 5 67 1
Lamden.....	22 8 43 2
Horton.....	9 4 31 3
Atry.....	15 3 15 4

## R.A.M.C. v. CHAINGOW C.C.

This League match was played at Happy Valley on Saturday, ending in a win for Crainigow by five wickets and fourteen runs. Scores and analysis:—

R.A.M.C.	CHAINGOW C.C.
Lt. Harvey, c. Kinaird, b. Pastonji.....	70
Wilson, c. Bana, b. Pastonji.....	10
Lt. Kinaird, c. Bana, b. Pastonji.....	0
Major Sparke, c. Lamert, b. Pastonji.....	0
Suselo, b. Pastonji.....	2
Lt. Craig, b. Pastonji.....	2
Edwards, c. Pastonji, b. Lamert.....	1
Edwards, not out.....	0
Gilchrist, b. Pastonji.....	1
Snithers, c. Bana, b. Lamert.....	4
Extras.....	15
Total.....	117

## CHAINGOW C.C.

R.A.M.C.	CHAINGOW C.C.
J. D. Kinaird, b. Rankin.....	75
A. U. Brown, c. Sparke, b. Harvey.....	25
Lt. Kinaird, c. Craig, b. Harvey.....	0
R. Pastonji, c. Hepburn, b. Rankin.....	0
Lt. Bana, c. Gilchrist, b. Rankin.....	8
Lt. A. Ross, not out.....	16
Extras.....	15
Total for 5 wickets.....	131

## M. E. ASGER, E. S. FORD, J. L. STUART, LEO D'ALMEIDA, CASTRO, and E. ROSS, did not bat.

## BOWLING ANALYSIS.

R.A.M.C.	CHAINGOW C.C.
Brown.....	30 1 51 1
Pastonji.....	14 2 40 3
Ford.....	15 1 39 2
Lamert.....	17 3 34 4

## H.K.C.C. "A" TEAM v. 33RD CO. R.G.A.

This match was played at Happy Valley on Saturday. The R.G.A. defeated Hongkong by an innings and sixteen runs. Crump and Traynor distinguished themselves as trundlers. Scores:—

H.K.C.C. "A"	33RD CO. R.G.A.
H. E. Walls, b. Crump.....	0
A. A. Fowler, b. Crump.....	0
C. Mackenzie, c. Rivers, b. Traynor.....	0
A. Olliffe, b. Crump.....	0
J. Hooper, c. Thomas, b. Crump.....	0
F. H. Kow, b. Traynor.....	3
Dr. Horley, c. Traynor, b. Crump.....	6
F. C. Gray, c. Marriott, b. Crump.....	2
F. J. Gipson, c. and b. Traynor.....	0
Spencer, not out.....	5
Extras.....	7
Total.....	23

## 33RD CO. R.G.A.

H.K.C.C. "A"	33RD CO. R.G.A.
Br. Rivers, c. Walls, b. Gipson.....	3
Br. Oliver, b. Gipson.....	3
Br. Johnson, c. Sub, b. Fowler.....	13
Br. Crofts, b. Gipson.....	9
Gr. Crump, b. Gipson.....	4
C. S. M. Thomas, b. Horley.....	8
Sgt. Marriott, b. Gipson.....	7
Sgt. Miller, b. Horley.....	5
Cpl. Bush, c. Hooper, b. Gipson.....	0
Sgt. Longbottom, not out.....	17
Sgt. Traynor, c. Olliffe, b. Gipson.....	4
Extras.....	16
Total.....	91

## H.K.F.C.C. "A" v. C.E.C.C. "A"

The Civil Service "A" team beat the Hongkong Police Recreation Club "A" team on the latter club's ground, Happy Valley, on Saturday afternoon. Scores were as follows:—

H.K.F.C.C. 2nd XI.	C.E.C.C. 2nd XI.
McHardy, b. Brett.....	3
Cooper, c. Craig, b. Brett.....	0
Mackay, b. Brett.....	7
Wiggins, b. Brett.....	0
Hutchinson, b. Andrews.....	5
Baker, run out, c. Andrews.....	2
Reithel, b. Brett.....	2
Grant, run out, b. Brett.....	2
Parr, c. Brett, b. Andrews.....	1
Leo, not out.....	0
Walker, c. Brett, b. Goldsmith.....	6
Extras.....	5
Total.....	32

## CIVIL SERVICE 2ND XI.

H.K.F.C.C. 2nd XI.	C.E.C.C. 2nd XI.
Andrews, b. Cooper, c. Mackay.....	19
Hogarth, leg before, b. Mackay.....	11
Robins, b. Mackay.....	25
Craig, b. Mackay.....	26
Lt. E. Brett, c. Cooper.....	0
Smith, c. Parr, b. Mackay.....	3
Brown, b. Cooper.....	19
Goldsmith, not out.....	13
Gast, b. McHardy.....	0
Allen, run out.....	17
Extras.....	13
Total.....	145

## R.E. v. POLICE.

This was a League match, played at Happy Valley on Saturday afternoon. Scores were as follows:—

POLICE.	R.E.
PEL, c. Tibbena, b. Willis.....	0
Winter, c. Smith, b. Melbourn.....	1
Edwards, c. Ogle, b. Leacey.....	61
Kent, c. Tibbena, b. Melbourn.....	9
Lander, b. Chesney.....	48
Langley, c. and b. Ogle.....	0
Shepard, b. Chesney.....	0
Watson, not out.....	12
Clyde, not out.....	2
Extras.....	15
Total.....	150

Fowler and Kerr did not bat.

## FOOTBALL.

**H.K.F.C. v. TAIKOO F.C.**  
This game, played on the H.K.F.C. Ground, Happy Valley, on Saturday afternoon, ended in a draw. The teams were as follows:—  
H.K.F.C.—F. H. Kew, goal; G. E. Morrell and W. G. Lookie, backs; H. C. Gray, H. L. Garrett, and E. F. Aucott, halves; R. Macpherson, E. H. Taylor, W. H. Williams (Captain), C. Humphreys and J. Clark, forwards.  
Referee—Mr. Drew.  
Taikoo kicked off; and the H.K.F.C. almost immediately assumed an attack.

Hongkong had the best of the play in the opening stages of the game. Taikoo attacked. After a corner had been given on the Taikoo side Humphreys shot. The ball rebounded off a player's back and Williams sent it over the cross-bar. Galloway momentarily relieved the pressure. Macpherson in the wing, after working the ball around two Taikoo men, sent in a low shot, which fell short. A good shot by Williams was neatly cleared by Melvin. At half time the score was nil.

In the second half Taikoo displayed a marked improvement, and play was very vigorous. Gow was in a good way for scoring, but was too hasty. Kew saved well. Cassidy scored a neat goal for Taikoo amid applause. Hongkong pressed forward. Clark kicked the ball almost into Melvin's hands, the latter having gone forward to about four yards in front of the goal. Humphreys shot a goal from close quarters. The referee had serious trouble with one of the Taikoo players.

Result—H.K.F.C. 1; Taikoo, 1

## NAVAL YARD v. V.R.C.

Teams were:—  
Naval Yard: Bacon, goal; Taylor and Wright, backs; Brookman, Watson and Glover, halves; Marryat, Ridley, Gladwell, Watkins and Jeffries, forwards.  
V.R.C.: A. Tommy, goal; Austen and Evans, backs; Wemyss, Witchell and Humphreys, halves; Forbes, Davis, Dixon, Another and Sayer, forwards.

The Naval Yard had things mostly their own way in this game, the V.R.C. team not being in full force. The forwards of the latter were unable to withstand the cavalry like charges of the Naval men, who kept up a protracted siege of their opponents' stronghold. Watkins of the Naval team played his usual good game, and during the first half was successful in two attempts; the V.R.C. in one of the few chances they had succeeded in scoring a goal through a substitute.

Half-time: Naval Yard, 2; V.R.C., 1

The second half found the V.R.C. still unable to cope with their opponents, who pressed them hard, and it was only by fast and solid play before their posts that they were enabled to prevent the leather from too often finding the net. Marryat, the outside right of the Naval men, was successful in driving one home, and later in the half Gladwell recorded a second goal.

Result: Naval Yard, 4; V.R.C., 1.

## ROYAL ENGINEERS v. WEST KENTS.

The following were the teams:—  
R.E.: Williams, goal; Trescott and Henwood, backs; Smith, Kinner and Nettleton, halves; Besse, Spire, Heatley, Parker and Hampson, forwards.

West Kents: Watling, goal; Morris and Thompson, backs; Redman, Edwards and Hibbard, halves; Elgood, Laurel, Sayer, Clements and Burroughs, forwards.

The teams were evenly matched, and for the first half neither side had the advantage, the leather skimming constantly backwards and forwards the length of the field. When half time sounded no score had been recorded, and after a brief respite the players went at it again. The Engineers twice found the net, but each time were given off-side. On play being transferred from a centre by Elgood, Clements, the inside left of the Kents' forward line, drove the ball between the posts.

Result: West Kents, 1; R.E., 0.

## H.M.S. "ALBION" v. R.G.A.

The sailors took the lead in this match and continued it throughout the game, the result being:—  
Albion, 3; R.G.A., 1.

## Y.M.C.A. v. A.O.C.

Played at Causeway Bay on Saturday afternoon this game ended in a win for the Army Ordnance Corps. Teams were as follows:—  
A.O.C.—Bradford, goal; Brown and Holbrook, backs; Primer, Gibbons and Inghire, halves; Griffiths, R. W. Shepherd, Le Grove, Collins and S. Shepherd, forwards.

Y.M.C.A.—Thomas, goal; Southam and Le Breton, backs; Wammanaker, Rutledge and Piercy, halves; Saunders, Scott, Hamilton, Seaborn and a substitute, forwards.

The game was a very good one. Le Grove scored the only goal from a penalty kick. Bradford, the A.O.C. goal-keeper, saved a penalty splendidly. Thomas, the Y.M.C.A. goal, distinguished himself on several occasions.

Result—A.O.C., 1; Y.M.C.A., 0.

## FIXTURES.

This afternoon, on the H.K.F.C. Ground at Happy Valley, the H.K.F.C. will play the officers of H.M.S. Albion under Association rules—kick-off at a quarter to five. The following will play for the Club—F. H. Kew, goal; F. Gröne and W. G. Leckie, backs; H. C. Gray, E. F. Aucott and H. L. Garrett, halves; R. Macpherson, R. Henderson, W. H. Williams (captain) and O. Humphreys, forwards.

Mr. J. Devar Melvin, Hon. Secretary of the Committee of the Taikoo F.C. would like to arrange week-day matches (Tuesdays and Thursdays) on their ground at Quarry Bay with other clubs—kick-off at 5 p.m. and half an hour each way.

## THE TSARS GIFT TO H.M.S. "TALBOT"

His Imperial Majesty the Emperor of Russia has been graciously pleased to present a silver bowl and ladle to the ward-room officers of his Majesty's ship Talbot for their services to the crews of the Russian warships engaged at the battle of Chemulpo, and also a cheque for £500 to his Royal Highness the Prince of Wales, as President of the Royal Naval Fund, to which this money is destined, in recognition of the Talbot's services. The bowl has the following inscription round the base:— "Presented by the Emperor of Russia to the Ward Room of his Majesty's ship Talbot, in friendly recognition of the assistance rendered to the crews of the Varieg and Korata after the battle of Chemulpo, February, 1904."

An expression of the cordial appreciation of his Majesty's Government of this gracious act has been conveyed to his Imperial Majesty through the Russian Ambassador at this Court, and the officers of his Majesty's ship Talbot record their acknowledgments of the generous gift of his Imperial Majesty, which will be a lasting memento of an occasion on which the officers and crew of that ship were fortunately able to afford assistance to their fellow sailors in distress.

The present will be kept in the Ward Room of his Majesty's ship Talbot whenever she is in commission, at other times in the officers' mess of the Royal Naval Barracks, Chatham. For the present, however, it will be entrusted to the care of Captain Lewis Bayly, Royal Navy, his Majesty's ship Queen, who was Captain of his Majesty's ship Talbot in February last. (Standard.)

## KODAK

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(SAME PREMISES AS MESSRS. AH CHEE).

Hongkong, 27th December, 1904.

## YACHTING.

## THE GOVERNOR'S CUP.

The second race in connection with the Governor's Cup, for English rigged Royal Hongkong Yacht Club cruisers, was sailed on Saturday. The course was to (Cheong Chan) Dumb Bell Island (starboard)—22 miles. The result was as follows:—

Yacht	H. M. S.
Haidee	5 31 45
Itita	5 56 0
Thistle	5 59 45

## THE COMMODORE'S CUP.

China rigged cruisers started over the same course as the English rigged cruisers fifteen minutes later, racing for the Royal Hongkong Yacht Club Commodore's (Hon. Mr. F. H. May, C.M.G.) Cup. The result was as follows:—

Yacht	H. M. S.
Australian	6 4 33
The Ship	6 48 15
Tavey	7 0 0

## THE VICE-COMMODORE'S CUP.

This Royal Hongkong Yacht Club race (Commodore E. G. Dickson, R.N., Vice-Commodore) was sailed yesterday over the following course:—

Kowloon Police Pier, rock one mile south-west of Kowloon (starboard), Trocas Rocks Buoy (starboard), and back to Kowloon Police Pier—14 miles. The result was as follows:—

Yacht	H. M. S.	Corrected.
Min	4 29 5	4 18 5
Eleph	4 30 45	4 28 45
Dione	4 31 10	scratched.
Ruthless	4 35 25	4 24 25
Alben	4 38 5	4 34 5
Colleen	4 39 5	4 28 5
Chanticleer	4 39 15	4 23 15
Bonito	4 44 40	4 33 40
Vernon	4 46 13	scratched.
Iris	4 46 13	4 32 13
Cloria	4 47 20	4 33 20
Alamash	4 57 0	4 50 0
Payne	5 3 5	4 41 5

## CORINTHIAN YACHT CLUB.

The opening cruise of the Corinthian Yacht Club took place on Saturday, starting from Ah King's Slipway, and the first Club Race yesterday. The course for the latter was from a line between Kowloon Beacon Pier and a mark-boat Lyemun Beacon (port), Kowloon Rock (port), Mire East Buoy (starboard), and finish by crossing the starting line from east to west—8½ miles. *Gael* (sailed by Mr. McIver), *Nina* (Mr. E. M. Hazeland), *Athors* (sailed by Mr. J. Hand), *Wuratah* (Mr. W. H. Donald's yacht sailed by Mr. Reidie) and *Cam* (sailed by Mr. F. Howell) started. *Gael* and *Athors* took the lead in the open, while *Cam* made short tacks in close to the shore all the way from Kell's Island to the Taikoo Dock.

As it proved Mr. Howell did the wisest thing, for he escaped much of the adverse tide encountered by the other boats outside. Rounding Lyemun Beacon the order was as follows:—*Cam*, *Gael*, *Nina*, *Athors*, *Wuratah*. *Cam*'s rudder then dropped off and she was out of the race. *Gael* then took the lead with *Nina* second and *Athors* third, and this was the order at the finish. There was nothing to choose between the boats; it was simply a question of seamanship. *Cam* was towed home by the cruising yacht *Active*. When *Wuratah* reached her buoy at Ah King's Slipway her rudder also fell off.

## SHIPPING NOTES.

The s.s. *Hailong*, sold by the Douglas S. S. Co. to Messrs. Jensen and Co., has been re-christened *Schleswig*.

The s.s. *Cypriote*, which recently went ashore in the Straits of Malacca, has been re-floated.

The P. & O. Co. has placed another order with Caird and Co., of Greenock; this time for a vessel of 8,000 tons.

The O. S. S. *Prima*, which arrived at Shanghai from the United Kingdom on January 8th, is, says the *N.C. Daily News*, one of the latest additions to the Blue Funnel fleet. She was built by Messrs. R. and W. Hawthorn, Leslie and Co., Ltd., at Hebburn-on-Tyne, and is 380 feet long by 47 feet beam by 31 feet 6 inches depth. The machinery was constructed by the North-Eastern Marine Engineering Co., Ltd., and is of the inverted direct-acting type, with cylinders 21, 41, and 69 inches in diameter, by 54-inch stroke, steam being supplied by two single-ended boilers, 17 feet 3 inches diameter by 12 feet long, working at a pressure of 180 lbs.

LATEST STEAMER MOVEMENTS.

The I.G.M. steamer *Roon* left Shanghai on Saturday at 2 p.m., and may be expected here to-day at 5 p.m.

The I.G.M. steamer *Zieten*, carrying the German mails with dates from Berlin of the 20th ult., left Singapore on Saturday at 9 a.m., and may be expected here on Thursday, the 19th inst.

The C.P.R. steamer *Empress of China* arrived at Shanghai at 5.30 a.m. on Saturday, the 14th inst., and left again at 5 p.m. same day for Nagasaki, where she is due to arrive at 8 a.m. to-day.

The O.S.S. & C.M. steamer *Idonowau* left Singapore on the 13th inst., p.m., for this port via Saigon, and is expected here on the 21st inst.

The O.S.S. & C.M. steamer *Hector* left Shanghai on the 13th inst., p.m., and is expected here to-day.

The dividends for 1904 of German steamship lines at present are estimated as follows:—Hamburg-American Line, 8–10 per cent.; Nord-Lloyd, 6 per cent.; Hamburg-South America Line, 7 per cent.; Kosmos-Line, 10 per cent.; Deutsch-Australische Line, 7–8 per cent.; Deutsch-East Africa Line, — per cent.; Deutsch-Levante Line, 4 per cent.; Hanseatic Line, Bremen, 8–10 per cent.









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## TRAINING NOTES.

At the course on Saturday morning there were a large number of ponies, and the attendance was good. Owing to the mist it was very difficult to take any times. Three ponies generally admired were *Arct. Patrick, Jettam and Coronet Rose*. They will have a race. As far as could be seen all or nearly all the ponies likely to run at the meeting were on the course. It is opined that there has not been a better lot of subscription griffins here for a long time. When the sportsmen were leaving the Valley, at say between eight o'clock and half-past, the weather was just beginning to clear. Some times, the jockeys shouting a signal as they got away, were taken. Here are a few:

Mr. Mumford's sub, 1 mile—3.39.  
H. E. the Governor's pony, one mile—2.25.  
Mr. Mody's sub, 1 mile—2.18.  
Mr. Moxon's sub, 1 mile—4.1, 1.24, 1.50.  
Mr. Potts's chestnut, 1 mile—3.01, 1.14, 1.50.  
Mr. Walker's sub, 1 mile—2.33.  
Aladdin and Cake Walk, 1 mile—3.33.  
Mr. Peter's sub, 1 mile—1.56.  
Mr. Moxon's derby, 1 mile—4.1, 1.21, 1.56.  
Sutherland and Co.'s sub, half mile—1.07.

## BRITISH NORTH BORNEO.

At the annual "North Borneo Dinner" at the Hotel Cecil, Sir Charles Jessel (chairman of the British North Borneo Company) presided, and those present were the Chinese Minister, Lord Straithmore, Lord Beay, Admiral the Hon. Sir E. Fremantle, Sir W. H. Treacher, Colonel H. S. Bouchier, Vice-Admiral Sir B. Clark, Mr. W. C. Cowie (managing director of the British North Borneo Company), Mr. Reeves, (Agent-General for New Zealand), Mr. Alfred Dobson (Agent-General for Victoria), Sir Alexander Wilson, Mr. J. A. Maitland, Mr. W. James, K.C. (Agent-General for West Australia), Mr. E. Dent, Mr. Honniger Heaton, M.P., Mr. C. V. Cragh, Mr. W. Keswick, M.P., Mr. B. F. Hawkesly, Baron E. B. d'Almeida, Sir W. B. Hamilton, Major-General Sir A. E. Turner, Sir T. E. Fuller (Agent-General for the Cape of Good Hope), Mr. F. C. Stoop, Mr. Harold Faber, Sir J. Jardine, Mr. G. H. Hildyard, Mr. W. H. Hildebrand, Mr. G. Ennis, Mr. H. Basan, Mr. John Howard (Agent-General for Nova Scotia), Mr. W. H. Steel, Mr. John Newton, Colonel A. M. Harrington, Mr. H. G. Forbes, and Mr. W. P. Flynn.

After the dinner there was an exhibition of biographic views of North Borneo by the Urban Trading Company, Mr. Flynn giving a description of the pictures.

Mr. Cowie, in proposing the toast of "The Guests," expressed their gratification at the presence of the Chinese Minister, whose countrymen, he said, formed the most law-abiding and industrious portion of the population of British North Borneo. Without the support of those present and the considerate treatment which the company had always received at the hands of his Majesty's Government, the task of developing North Borneo would be much more onerous than it was. The photographs and light-view views which had been seen that night had been instrumental in helping the company to raise during the last few years over £200,000. This amount would seem much larger than it sounded in sterling when they realized that it was now represented by 600 miles of telegraph and about 100 miles of railway. In 1903, the year before the commencement of the construction of the railway, the revenue of the State was about \$348,000; last year it was \$396,000, a fairly good increase, but nothing to what it would be after the railway had been finished and the several pending schemes for the development of the mineral and other resources of the territory had taken definite shape. Mr. Goretz, who recently went over the line, had written in the highest terms of the work of Mr. West (the Chief Engineer). Mr. Goretz had been Acting Governor of the State for the past 12 months, and he had now to announce that the Court of Directors had appointed him Governor, and that his appointment had been approved by his Majesty's Government. (Cheers.)

Mr. Goretz had also been appointed Governor of Labuan. In addition to the railway and the telegraph of which he had spoken, the British North Borneo Company were the owners of a British Protectorate as large as Ireland, richly endowed with timber and minerals and having a coast line of about 800 miles, indented with excellent harbours, several of which were fringed with important coalfields. Under their charter and its deeds they also had authority to do everything which any civilized Government could do. The only limit to their authority was that they could not sell their property to a foreign Power without the sanction of his Majesty's Government, on whom rested the responsibility of conducting the foreign affairs of the State. Irrespective of its strategic and mineral value, for agricultural purposes alone the land (about 20 million acres) was worth many times the entire capital of the company, which, including the debentures, was about £1,200,000. While, as a very young pioneer, he had the British flag over the first trading station in Sandakan, North Borneo was practically an unknown land; the coast was infested with pirates, and the interior was haunted by head hunters. Now, through the efforts of its pioneers and the enterprise of the Chartered company of British North Borneo and others, it was an important adjunct of the British Empire, enjoying all the blessings and most of the amenities of civilization. (Cheers.)

Lord Straithmore responded to the toast. Lord Reid afterwards proposed "The State of North Borneo," which was acknowledged by the Chairman; and for the toast of "The North Borneo Service," proposed by Mr. James, K.C., Mr. C. J. Skinner responded.

## GARRISON ORDERS.

## HEAD QUARTERS.

Hongkong, 14th January, 1905.  
GARRISON ORDERS—Local Regulations for Allowances—No. 1. The following amendments will be made to the Local Regulations for Allowances 1904:—Para. 3. Add to first Scale "21b. Fuel Wood." Para. 3 (a). Dole "Amelior 1/2 oz. to Fighting men and Followers." Add "1 1/2 lbs. Fuel Wood to Fighting men and to Followers." Para. 5 (c) To be cancelled and following substituted:—"On discharge under para. 38. (4) 25 days subsistence may be issued to Native Troops, 17 days to Calcutta, and 8 days for journey up country after arrival at that Port." Para. 5 (d) Insert after para. 5 (c):—"When on voyage to and from India on Furlough 34 days subsistence may be issued to Native Troops." Para. 6 Delete from the word "Plus" in line 3 to "IV" in line 4. Para. 22, Line 3. For "20 cents" read "30 cents." Para. 24. Line 8, after Sanatorium insert:—"and the Medical Officer 1/2 at Mount Austin Barracks and Officers at Peak." Para. 27, Page 10. Delete Scales for Indian Troops (Native Rank) and Followed also the remarks in remarks column. Para. 32. Add as follows:—"After \$26.00 in line insert 'including Coolie Hire.' This does not apply to Indian Soldiers. The sums allowed for N.C.O.s and men of the H.K.S.B.R.G.A. are as follows:—Mahomedans, \$12; Sikhs, \$17; Hindoos, 12. In all cases a Statement of Expenditure accompanied by the necessary vouchers will be submitted for the approval of the General Officer Commanding prior to the claim being admitted as a Charge against the Public.

Leave Cancelled—No. 2. With reference to Garrison Order No. 1 of 9th instant Lieut. T. A. Whyte, Royal Garrison Artillery, being re-entrained on leave of absence, the unexpired portion, viz:—11th-15th January 1905 is hereby cancelled.

Move—No. 3. 3 Officers, 5 Sergeants, 96 Privates, 2nd Royal West Kent Regiment, will move into camp at Kowloon on the 17th instant under arrangements with the A.S.C. Officer in Charge, for course of musketry. The O.C. 2nd Royal West Kent Regiment will take over the range from the Officer Commanding 93rd Burma Infantry.

By Order  
A. A. CHURCHMAN, Major,  
Chief Staff Officer.

## TEA.

Messrs. Walker, Lamb & Co.'s China Tea Market Report states:—Public sales comprised 899 half-chests Black Leaf, 673 chests Red Leaf, 812 boxes Scented Ceylon, 27 packages Oolong, and 34 boxes Scented Orange Pekoe. No sales were made under the hammer, with the exception of 12 half-chests Souchong Broken Leaf at 34d. per lb. All Movings were withdrawn from 41d. to 61d., and Fanyang 54d. to 51d. per lb. Kowloon Broken Leaf and Sitings from 54d. to 3d. per lb. The private market has remained inactive in all grades, both for shipping and home trade. In the few sales reported a small concession has been made to buyers.

Messrs. S. Rucker, Marshall and Co. report:—During the past month the market has been more than usually quiet for the time of year. This is generally a dull time, but the dullness has been more marked than ever during the period under review. Black Leaf Congous: Common kinds have sold slowly at 44d. to 44d. per lb., better kinds selling at about 44d. to 54d. per lb., principally for export. Foolow Congous: The lower grade Fanyang have sold at about 41d. to 44d. per lb., better kinds bringing about 44d. to 54d. per lb. Canton Scented Ceylon: This market continues in a very quiet state, the trade paying very little attention to the tea lately put before them; but a few sales of late arrivals have been made at about 54d. to 61d. per lb.

## SILK.

In view of the great importance to all concerned of the new duties on foreign silks proposed by the French Parliamentary Committee for Customs Duties, it may be well to give the following resume of the measure proposed by M. Morel Dupuy, a member of the Chamber of Deputies:—

(1) An increase of 17 c. 60 (6s. 1d.) per kilogramme of the minimum duty on pure silk stuffs, bleached, coloured, and black, such as foulards, crepe, tulle, and trimmings, on ribbons, velvet, tassels, *fichettes* of floss silk, or of silk, mixed with other materials, when silk predominates. (2) Abolition of the exemption accorded to pongees, corseas, and tassels which should fall under the tariff established by the law of Feb. 23, 1899: that is a minimum duty of 19 (7s. 3d.) per kilogramme and a maximum (the general tariff of 15 (5s. 12s.)). It is while awaiting the adoption of this measure by Parliament that the Government has been asked to apply the duty of 19 (7s. 3d.) per kilogramme to *Aristic* silks imported into France (pongees, corseas, tassels, and tassars) which the Customs Administration has decided to impose from Jan. 1, 1905.

## SHARE REPORT.

Messrs. Erich Georg & Co. in their weekly share list, dated the 14th January, 1905, say:—Business during the week under review has ruled very dull, and the transactions have in most cases been done at lower rates than those ruling last week. At the close a slightly better feeling was prevailing, and although the present tightness of the money market will prevent any substantial rise for the present, yet the sound position of nearly all our Companies warrants an improvement as soon as the money market becomes easier, say after the Chinese New Year. The sterling demand rate on London closes at ls. 11 9/16d., while rates on Shanghai are more or less nominal and unchanged. Barsilver in London is quoted 27/11-16d., while Consols are quoted 48 1/2.

BANK SHARES.—Hongkong and Shanghai have been done at \$705, \$700 and \$705, closing with buyers at \$710; the London rate has jumped to 47 1/2. Subject to audit, the directors of the corporation will recommend at the forthcoming meeting a dividend of £1.10s. 0d., and a bonus of £1 per share, add to the reserve fund \$1,000,000, write \$200,000 off property account, and carry forward to new account about \$1,500,000. A few Nationals sold at \$38.

MARINE INSURANCE SHARES.—Unions have been done at \$700 and \$690, closing with buyers at \$690. China Traders are in small request at \$38, and Yangtzes at \$150, while North China at \$1.36, and Cantons at \$250 are offering.

FIRE INSURANCE SHARES.—Hongkong sold at \$337 and \$340, and continue in request at the higher figure. China Fires found buyers and have further inquiries at \$91.

SHIPPING SHARES.—A fair amount of business has been done in Hongkong, Canton and Macao Shares at rates ranging between \$264 and \$27, and at latter rate the market appears to be firm. Indo-Chinas, in sympathy with a weaker northern market, have declined, and business has been done as low as \$125 from the north, while time transactions are reported at \$127 of 31st March, \$129 for 30th April and \$130/131 for 30th June, the market closing with cash sales and buyers at \$124, and equivalent rates ahead; the Shanghai quotation is Tls. 89, and the London one £12.5s. 0d. China and Manilas are unchanged. Douglases have been sold and are wanted at \$33. Parties are on offer at last mentioned rates. Shell Transporting have buyers locally at 25 shillings, and while Renter wires the London rate at 23 shillings, private advices quote 25 shillings as the rate. Hongkong Steam Waterboats have sellers at \$20.

REFINERIES.—China Sugars have declined further, and down to \$217 has been accepted for cash shares, closing firmer with cash buyers at \$220; for 31st March \$225, and for 30th April \$226 has been paid. Luzons have advanced to \$20 buyers; it is reported that in view of the good crop prospects in the Philippines, this Company intends reopening the factory.

MINING SHARES.—Raubas have sold and are in demand at \$34.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Dock Company's shares have changed hands at \$217, \$218, \$219, and \$217, closing with buyers at \$217, and probable sellers at \$218. Geo. Fenwicks are unchanged, sellers at \$45. New Amoy Docks can be had at \$27. Farnhams advanced in the north to Tls. 157 1/2, owing to the reports that the London scheme had gone through in order, and that the *s. Manches* had been sold for \$27,000, but they close easier with no buyers over Tls. 152 1/2.

HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S shares sold and are wanted at \$104 for old and new issue, and at \$102 for the new issue. Shanghai and Hongkong Wharves are quoted in the north Tls. 130 sellers for old, and Tls. 127 1/2 for new issue.

HOTELS, LANDS, AND BUILDINGS.—Hongkong Land Investment and Agency Co.'s shares sold at \$146 and have small sellers; we hear that subject to audit the usual final dividend of 86 per share, making in all \$142 per share for 1904, will be recommended; the 17th ordinary meeting of shareholders in this Company will be held on 30th instant, transfer books closing from 21st to 30th instant. Kowloon Lands are quoted \$38 1/2; West Point have sellers at \$39; subject to audit the final dividend will be \$17.00 per share, making in all \$32.30 for 1904, the same for 1903; the 17th ordinary meeting of shareholders in this Company will be held on 30th instant, transfer books closing from 21st to 30th instant. Hongkong Hotels have fallen to sellers at \$142. Humphreys' Estate and Finance Company's shares sold as low as \$124 for the old issue, at which rate there are buyers; the new shares are in demand at \$11 1/2; the general managers have given notice that on all calls on the new issue, remaining unpaid after the 11th instant, interest at the rate of 8 per cent. per annum will be charged. Shanghai Lands are quoted Tls. 117.

COTTON MILLS.—Shanghai quotations are unchanged. Hongkong Cottons sold and have buyers at \$13.

SUNDEY MANUFACTURING COMPANIES.—China Light and Powers are for sale at \$10, while Hongkong Electric are in demand at \$15 for old and \$9 for new issue. Dairy Farms can be placed at \$12. Green Island Cement Company's shares sold at \$20 to \$25, and a few are on offer at \$29. Other stocks under this heading are unchanged.

MISCELLANEOUS.—Campbell, Moore & Co.'s shares are on offer now at \$40. China Borneos are in good demand at \$133, but none seem to be obtainable. China Providents sold in small lots at \$94, but have further sellers; Langkats have tumbled to Tls. 265 buyers; the following telegraphic information, dated 1st instant, has been received from the manager in Langkat: "Daily aggregate output of crude petroleum 50,000 gallons; crude petroleum in tanks at date 250,000 gallons; kerosene made since the date of the preceding half-monthly telegram 52,000 cases; kerosene shipped since 70,000 cases; and kerosene in stock at refinery at date 51,000 cases."

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DOCK No. 1 (at TATEGAMI).  
Extreme Length... 523 feet.  
Length on Blocks... 513  
Width of Entrance on Top... 89  
Width of Entrance on Bottom... 77  
Water on Blocks at Spring Tide... 26 1/2

DOCK No. 2 (at MUKAIJIMA).  
Extreme Length... 371 feet  
Length on Blocks... 360  
Width of Entrance on Top... 53  
Width of Entrance on Bottom... 53  
Water on Blocks at Spring Tide... 22  
PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.

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SOLE PROPRIETORS of Takashima, Ochi, Shinaw, Namazuta and Kani-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best fusian Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa) and Matsushima Coals.  
The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries. Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.  
New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.  
Hongkong, 26th April, 1904.

"THE EAST OF ASIA."  
(Published Quarterly.)

CONTAINING Articles of Special Interest. Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East. The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of a sterling merit of the publication.

Price On Sale at "NORTH CHINA HERALD" OFFICE, Shanghai; Messrs. KELLY & WALSH, Hongkong; and all leading Bookellers in the Far East Hongkong, 3rd February, 1903.

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MANUFACTURERS OF HIGH-CLASS EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace)

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## TO LET UNFURNISHED.

A DESIRABLE RESIDENCE in MACAO, in excellent position and near Praya Grande; contains 12 Rooms. For terms and particulars, apply to—  
S. E. T. Telegraph Co.  
Hongkong, 16th December, 1904. [93]

## TO LET.

"GREENCROFT," Robinson Road, Kowloon. DETACHED HOUSE, with Tennis Court and Vegetable Garden. Offices in Clarence Buildings, facing New Post Office and Hongkong Hotel. Apply to—  
HENRY HUMPHREYS, Alexandra Buildings.  
Hongkong, 7th January, 1905. [180]

## TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsim Tsi-toi, Kowloon. Each with Five Spacious Well-ventilated Living Rooms, Two Bathrooms, Kitchen, Garden, Tennis Courts, Servants' Quarters, Water, Gas, Electric Lights and Bells. Moderate Rental. Possession on or about 1st April, 1905. Apply to—  
ARRATON V. APCAR & CO., 45, Wyndham Street.  
Hongkong, 10th January, 1905. [202]

## TO LET.

ONE LARGE GODOWN, No. 112A, Praya East. Possession from 1st January, 1905. Apply to—  
D. D. RAJEE, King Edward Hotel.  
Hongkong, 25th December, 1904. [89]

## TO LET.

NO. 1, STEWART TERRACE, the Peak. Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 28th March, 1904. [82]

## TO LET, FURNISHED.

"LEWKNOR," Mount Gough, Peak, from the 15th March. Well Furnished. Less than 15 minutes from Plantation Road Tram Station. Apply to—  
M. W. SLADE, 54, Queen's Road.  
Hongkong, 10th January, 1905. [148]

## TO LET.

NO. 1, RIFON TERRACE. A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course. FLATS in MORETON TERRACE, facing the Polo Ground. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER). GODOWNS; PRAYA EAST. Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 29th June, 1904. [81]

## TO LET.

BYRIE Unfurnished. Newly repaired, Painted and Polished. No. 7, HELLIOS TERRACE, 1st Row. No. 21, 3rd Row. Nos. 11 & 14, 2nd Row. BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental. "KELLETT CREST" (Furnished), Peak, for 2 1/2 months from 15th April to 30th June, 1905. Apply to—  
Linstead & Davis.  
Hongkong, 11th January, 1905. [90]

## TO LET.

ONE GROUND FLOOR for Shop and ROOMS for Offices on 2nd Floor of New Buildings, next to Messrs. Jardine, Matheson & Co., Pedder's Street. Electric Lift. Apply to—  
AHMET RUMJAHN, 61, Queen's Road.  
Hongkong, 2nd January, 1905. [138]

## TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals. Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LD.  
Hongkong, 21st June, 1904. [97]

## TO LET.

GODOWN No. 3, New Praya, Kennedy Town. Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 22nd November, 1904. [83]

## TO LET

## TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House); also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease. Apply to—  
CHUNG SHUN KOO, 12 & 14, Queen's Road Central.  
Hongkong, 24th December, 1904. [92]

## TO LET.

NO. 19 & 21, SEYMOUR ROAD. Nos. 74, CAINE ROAD. GODOWNS Nos. 34, 34A, 34C, Praya East. Possession from 1st January, 1905. Apply to—  
COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha.  
Hongkong, 1st December, 1904. [84]

## TO LET.

3RD FLOOR, suitable for Office. Apply to—  
WING CHEONG, 35, Queen's Road Central.  
Hongkong, 3rd June, 1904. [91]

## TO LET.

ONE FURNISHED BEDROOM, in Des Voeux Road. Central position, Light and Airy. Or can be let as an Office. Apply to—  
Cars of Daily Press Office.  
Hongkong, 31st December, 1904. [36]

## TO LET.

THREE TENNIS COURTS at Kowloon, known as "Villita." Apply to—  
J. M. P. DA SILVA, Stamp Office.  
Hongkong, 10th January, 1905. [201]

## TO LET.

GODOWNS No. 100 and 101, Praya East, with Water Frontage. Apply to—  
VICTORIA BUILDINGS.  
Hongkong, 29th December, 1904. [94]

## TO LET.

HONGKONG CLUB. TO LET.

A SUITE OF TWO ROOMS, on the Ground Floor of the Annex, suitable for Office. For particulars apply to the undersigned.  
C. H. GRAACE, Secretary.  
Hongkong, 4th June, 1904. [185]

## TO LET FURNISHED.

LATE "CHELTONDALE," Mount Gough, Peak, from 1st April. Well Furnished. Less than 15 minutes' walk from the Tram. Apply to—  
R. HANCOCK, Care of Shewan Tomes & Co.  
Hongkong, 12th January, 1905. [223]

## TO LET.

A T East Point, a NEW BRICK-BUILT TWO STORIED GODOWN with Water Frontage. Apply to—  
JARDINE, MATHESON & CO.  
Hongkong, 26th November, 1904. [88]

## TO LET.

HIRANO WATER. THE QUEEN OF TABLE WATERS. PURE, SPARKLING, INVIGORATING. THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNOLDS & Co. BEWARE OF JAPANESE IMITATIONS. F. BLACKHEAD & CO., AGENTS. Hongkong, 31st July, 1903. [2578]

## TO LET.

SUN FAT CO. MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR. EMBROIDERIES, LACES, SILKS, PONGEES, GRASS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TRUNKS. EMBROIDERED AND FANCY GOODS, No. 62, QUEEN'S ROAD CENTRAL. Any Order Promptly Attended To. Hongkong, 12th January, 1905. [220]

## TO LET.

NOTICE TO KOWLOON RESIDENTS EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash. Hongkong, 22nd December, 1904.



## SHIPPING.

## ARRIVALS.

AN PRO, British str., 966, John Kynoch, 15th Jan.,—Saigon 11th Jan., Meal.—Chinese.

APANADE, German str., 611, Dragnu, 15th Jan.,—Haiphong and Hoihow 14th Jan., General.—Jensen & Co.

CHIVERN, Chinese str., 1,177, Hewart, 13th Jan.,—Shanghai 10th Jan., General.—Chinese.

CHUNARO, British str., 1,416, R. Cox, 14th Jan.,—Canton 13th Jan., General.—Jardine, Matheson & Co.

EMPIRE, British str., 2,843, P. T. Helms, 13th Jan.,—Australian Ports via Manila 21st Dec., General.—Gibb, Livingston & Co.

FORREST HALL, British ship, 1,991, P. A. Logan, 14th Jan.,—New York 7th Aug., Petroleum.—Standard Oil Co.

GERMANIA, German str., 1,714, J. Bruhn, 14th Jan.,—Bangkok 7th Jan., Rice.—Jensen & Co.

GLENFALLOCH, British str., 1,464, Hamsworth, 14th Dec.,—Straits 7th Jan., General.—Chinese.

HAICHING, British str., 1,287, A. E. Hodgins, 15th Jan.,—Swatow 14th Jan., General.—Douglas LaPraik & Co.

HANOT, French str., 739, P. Merlees, 14th Jan.,—Haiphong and Hoihow 13th Jan., General.—A. R. Marty.

HINSANO, British str., 1,536, Sawyer, 14th Jan.,—Moji 9th Jan., Coal.—Jardine, Matheson & Co.

LYEEMOON, German str., 1,233, Th. Lehmann, 14th Jan.,—Canton 13th Jan., General.—Stommes & Co.

MACQUARD, British str., 2,440, St. John George, 14th Jan.,—Moji 9th Jan., Coal.—Gibb, Livingston & Co.

MEEFOO, Chinese str., 1,321, J. Whitelaw, 15th Jan.,—Canton 14th Jan., General.—Chinese.

NINGBO, British str., 1,228, Eedy, 15th Jan.,—Wuhu and Chinkiang 10th Jan., General.—Butterfield & Swire.

ORANGE, Norwegian str., 1,001, J. Dannevig, 14th Jan.,—Bangkok 5th Jan. and Anglin 7th, Rice, Wood, &—Sander, Weller & Co.

PETCHABURI, German str., 1,375, G. Hillmann, 14th Jan.,—Bangkok 2nd Jan. and Swatow 13th, Rice and Wood.—Butterfield & Swire.

SIAM, Austrian str., 1,991, S. Higges, 15th Jan.,—Singapore 5th Jan., Coal.—Jardine, Matheson & Co.

SEILA, British str., 2,800, F. R. Summers, 14th Jan.,—Singapore 9th Jan., Mails and General.—P. & O. S. N. Co.

STETTIN, British str., 1,396, J. E. Farrell, 13th Jan.,—Singapore 4th Jan., Kerosine Oil.—Geo. McElin.

TAISHAN, British str., 1,121, A. Jones, 14th Jan.,—Saigon 10th Jan., Rice and Meal.—Bradley & Co.

TRIUMPH, German str., 769, A. Hansen, 14th Jan.,—Fochow, Amoy and Swatow 13th Jan., General.—Osaka Shosen Kaisha.

THIAN, British str., 1,460, W. B. Brown, 15th Jan.,—Seydlitz 22nd Dec. and Manila 12th Jan., General.—Butterfield & Swire.

## CLEANANCES.

AT THE HARBOUR MASTER'S OFFICE.  
14th January.

Glenfalloch, British str., for Amoy.  
Twintan, German str., for Swatow.

## DEPARTURES.

14th January.

ALGOA, British str., for San Francisco.  
CANTON, German str., for Shanghai.  
CHIVERN, Chinese str., for Canton.  
DE H. J. KAKA, Norwegian str., for Haiphong.  
ELG, Norwegian str., for Shanghai.  
HAIMUN, British str., for Swatow.  
MADLE, RICKMERS, Ger. str., for Bangkok.  
MALTA, British str., for Europe.  
PAKAT, German str., for Bangkok.  
RUBI, British str., for Manila.  
SCHLESWIG, German str., for Shanghai.  
TAIWAN, British str., for Shanghai.  
TABANG, American str., for Pellow Island.  
10th January.

DENVERSHIRE, British str., for Nagasaki.  
EMPIRE, British str., for Shanghai.  
FRITHJOFF, Norwegian str., for Swatow.  
GLENROD, British str., for Shanghai.  
HOLSTEIN, German str., for Tientsin.  
KANBU, British str., for Hongkong.  
SEILA, British str., for Shanghai.  
STETTIN, British str., for Fouchow.  
TJILATJAP, Dutch str., for Shanghai.  
WENETH HALL, British str., for Sourabaya.

## VESSELS IN DOCK.

14th January.

ABERDEEN DOCK.—Dragonair.  
KOWLOON DOCK.—Agriculture, Hue, Indragelli, U.S.S. Seaward, Shunlee, Pawan, Jacob Diederichsen, H.M.S. Hardy, U.S.S. Baltimore, COSMOPOLITAN DOCK.—Stanley Dollar.

## VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN

## NOTICE.

STEAM FOR KUDAT AND SANDAKAN.  
Taking Cargo at Through Rates to TAWAO, LAHAD DATU, LABUAN AND ZAMBOANGA.

THE Company's Steamship

"BORNEO,"  
Captain E. Muhle, will be ready to load for the above ports TO-DAY, the 16th inst.

For Freight or Passage, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 10th January, 1905. [206]

## FOR SHANGHAI.

(Taking Cargo at through rates to Tientsin and Chienlo.)

THE Steamship

"LYEEMOON,"  
Captain Th. Lehmann, will be despatched for the above port TO-MORROW, the 17th inst., at 4 P.M.

This Steamer has superior accommodation for First and Second class passengers.

For Freight or Passage, apply to  
SIEMSEN & CO.,  
Agents.  
Hongkong, 14th January, 1905. [240]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

JAPAN-CHINA-AUSTRALIA.

FOR BRISBANE AND SYDNEY, VIA NEW GUINEA.

THE Steamship

"PRINZ WALDEMAR,"  
Captain C. Waltemas, will be ready to load for the above ports on THURSDAY, the 2nd February, 1905.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,  
Agents.  
Hongkong, 11th January, 1905. [213]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	PLAN & DIS	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
AMSTERDAM, LONDON & ANTWERP	HYSON	Brit. str.	1 m.	Davis	BUTTERFIELD & SWIRE	On 22nd inst.
AMSTERDAM, LONDON & ANTWERP	PRIAM	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 31st inst.
AMSTERDAM, LONDON & ANTWERP	GLAUCUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 14th Feb.
AMSTERDAM, LONDON & ANTWERP	IDOMENEUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 28th Feb.
MARSEILLES, LONDON & ANTWERP, &c.	PAIADAN	Brit. str.	1 m.	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	About 18th inst.
BREMEN, VIA PORTS OF CALL	AUSTRIAN	Frederic		Veron	MESSAGERIES MARITIMES	On 24th inst., at 1 P.M.
HAYRE & HAMBURG	ROON	Ger. str.	k. w.	G. Meiners	MELCHERS & CO.	On 18th inst., at Noon.
HAYRE & HAMBURG	AMBERIA	Ger. str.	k. w.	Porzelius	HAMBURG-AMERIKA LINE	On 31st inst.
HAYRE & HAMBURG	SITHONIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 9th Feb.
HAYRE & HAMBURG	ARCADIA	Ger. str.	k. w.	Förk	HAMBURG-AMERIKA LINE	On 21st Feb.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINE	On 7th Mar.
HAYRE & HAMBURG	SAMBIA	Ger. str.	k. w.	Lüning	HAMBURG-AMERIKA LINE	On 21st Mar.
HAYRE & HAMBURG	RHENANIA	Ger. str.	k. w.	Dehrnas	HAMBURG-AMERIKA LINE	On 28th inst., P.M.
TRIESTE, &c., via SINGAPORE, &c.	CHINA	Ass. str.	1 m.	Tomasovich	BUTTERFIELD & SWIRE	On 19th inst.
GENOA, MARSEILLES & LIVERPOOL	HECTOR	Brit. str.	1 m.	Edmondson	BUTTERFIELD & SWIRE	On 20th Feb.
GENOA, MARSEILLES & LIVERPOOL	ARAJ	Brit. str.	1 m.		ARNHOLD, KARBURG & CO.	About 14th inst.
NEW YORK	CROYDON	Brit. str.	—		SHAW, TOMES & CO.	About 25th inst.
NEW YORK VIA SUEZ CANAL	RAB ISSA	Brit. str.	—		DODWELL & CO. LD.	About 25th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	GHAEZ	Brit. str.	—		STANDARD OIL CO.	About 25th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	SARAZ	Brit. str.	1 m.		CANADIAN PACIFIC R. CO.	On 25th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.		DOUGLASS & CO. LTD.	On 8th Feb.
VICTORIA (B.C.) & TACOMA, VIA JAPAN	TEMPEST	Brit. str.	—	T. W. Garlick	DODWELL & CO. LIMITED	On 19th inst.
VICTORIA (B.C.) & SEATTLE, WASH., &c.	ITO MARU	Brit. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
VICTORIA (B.C.) & SHANTUNG, VIA NAGASAKI, &c.	TYDEUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 27th inst.
PORTLAND, OREGON	NUNANTIA	Brit. str.	—	Breimer	PORTLAND & ASTORIA S.S. CO.	On 23rd inst., at Daylight.
AUSTRALIAN PORTS	LAUTMAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 23rd inst.
BRISBANE & SYDNEY, VIA NEW GUINEA	EMPIRE	Brit. str.	—	Holms	GIBB, LIVINGSTON & CO.	On 8th Feb., at Noon.
YOKOHAMA & KOBE	PEINIS WALDEMAR	Ger. str.	—	C. Waltemas	MELCHERS & CO.	Quick despatch.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	THIAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 18th inst.
JAPAN VIA SHANGHAI	KOBOMASA	Brit. str.	—	B. H. W. Snow	P. & O. S. N. Co.	About 24th inst.
SHANGHAI	TJILATJAP	Dut. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	HUNAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	FOOCHOW	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	CHUNARO	Brit. str.	—	Th. Lehmann	JARDINE, MATHESON & CO.	To-morrow, at Daylight.
SHANGHAI	LYEEMOON	Ger. str.	—	F. V. Binzer	SIEMSEN & CO.	To-morrow, at 4 P.M.
SHANGHAI	ZIKTEN	Ger. str.	—		YARDEN, MATHESON & CO.	Quick despatch.
SHANGHAI	KWONGSANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 18th inst., at Daylight.
SHANGHAI	TRIUMPH	Jap. str.	—	A. Hansen	OSAKA SHOSHEN KAISHA	On 18th inst.
SHANGHAI	M. STRUYE	Jap. str.	—	T. Brandt	OSAKA SHOSHEN KAISHA	On 18th inst., at Daylight.
SHANGHAI	FRITHJOFF	Jap. str.	—	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 22nd inst., at Daylight.
SHANGHAI	DECIMA	Jap. str.	—	Schliakier	OSAKA SHOSHEN KAISHA	On 29th inst., at Daylight.
SHANGHAI	PAKHOI	Brit. str.	1 m.		BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI	HAICHING	Brit. str.	2 h.		DOUGLASS LA PRAIK & CO.	To-day.
SHANGHAI	TAMING	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
SHANGHAI	ZAPHOI	Brit. str.	—	R. Redger	SHAW, TOMES & CO.	On 21st inst., at 10 A.M.
SHANGHAI	HUBI	Brit. str.	—	E. W. Almond	SHAW, TOMES & CO.	On 25th inst., at 10 A.M.
SHANGHAI	BUNGKANG	Ger. str.	1 m.		BUTTERFIELD & SWIRE	On 24th inst.
SINGAPORE, PENANG & CALCUTTA	NARSANG	Brit. str.	—	E. Muhle	MELCHERS & CO.	Quick despatch.
					JARDINE, MATHESON & CO.	On 18th inst., at 3 P.M.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBBALTAH AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS. SAILING DATES.

1904

ROON ... .. WEDNESDAY ... 18th January

BAYERN ... .. WEDNESDAY ... 1st February

ZIKTEN ... .. WEDNESDAY ... 15th February

SACHSEN ... .. WEDNESDAY ... 1st March

PRINZESS ALICE ... .. WEDNESDAY ... 15th March

PRINZ REGENT LUITPOLD ... .. WEDNESDAY ... 29th March

PRINZ HEINRICH ... .. WEDNESDAY ... 12th April

PRINZ HERFRIEDRICH ... .. WEDNESDAY ... 28th April

PREUSSEN ... .. WEDNESDAY ... 10th May

ON WEDNESDAY, the 18th day of JANUARY, 1905, at Noon, the Steamship

"ROON," Captain G. Meiners, with MAILED PASSENGERS, SPECIE, and

CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 16th January. Cargo and

Specie will be received on Board until 5 P.M. on TUESDAY, the 17th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 5th January, 1905. [5]

## OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR STEAMERS LEAVING

FOOCHOW, VIA SWATOW

AND AMOY

TAMSU, VIA SWATOW

AND AMOY

TAMSU, VIA SWATOW

AND AMOY

ANPING, VIA SWATOW

AND AMOY

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's special services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.

Hongkong, 16th January, 1905. T. ARIMA, Manager. [14]

## PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL

REMARKS.

MARSEILLES, LONDON and

ANTWERP, DIRECT VIA

SINGAPORE, PENANG,

COLOMBO and PORT SAID

YOKOHAMA VIA SHANGHAI

MOJI and KOBE

(Passing through the Inland Sea)

For further Particulars, apply to

E. A. BEWETT,

Superintendent

Hongkong, 16th January, 1905. [1]

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TREMONT	3,606	T. W. Garlick	Thursday, January 19th
LYRA	4,417	G. V. Williams	Thursday, February 9th
FLEADES	3,753	F. G. Farrington	Saturday, March 4th

† Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

QUEEN'S BUILDINGS,  
Hongkong, 20th December, 1904. [7]

DODWELL & CO., LIMITED,

GENERAL AGENTS.

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATE.
AMBERIA	(HAYRE and HAMBURG)	On 21st Jan. Freight.
Capt. Porzelius	(Calling at Singapore, Penang and Colombo)	
SITHONIA	(HAYRE and HAMBURG)	On 31st Jan. Freight.
Capt. Hildebrandt	(Calling at Singapore, Penang and Colombo)	
ARCADIA	(HAYRE and HAMBURG)	On 9th Feb. Freight.
Capt. Förk	(Calling at Singapore, Penang and Colombo)	
ANDALUSIA	(HAYRE and HAMBURG)	On 21st Feb. Freight.
Capt. Filler	(Calling at Singapore, Penang and Colombo)	
SAMBIA	(HAYRE and HAMBURG)	On 7th Mar. Freight.
Capt. Lüning	(Calling at Singapore, Penang and Colombo)	
RHENANIA	(HAYRE and HAMBURG)	On 21st Mar. Freight & Passengers.
Capt. Bohrens	(Calling at Singapore, Penang and Colombo)	

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE

HONGKONG OFFICE,

No. 1, QUEEN'S BUILDINGS

</



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"PAKLING"	On 26th January.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 26th January.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 31st January.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"HECTOR"	On 19th January.
AMSTERDAM, LONDON and ANTWERP	"HYSON"	On 22nd January.
AMSTERDAM, LONDON and ANTWERP	"PRIAM"	On 31st January.
AMSTERDAM, LONDON and ANTWERP	"GLAUCUS"	On 14th February.
GENOA, MARSEILLES and LIVERPOOL	"AJAX"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 28th February.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"TYDEUS"	On 27th January.

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 30th December, 1904.

[9-10]

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	"PAKHOT"	On 16th January.
SHANGHAI	"HUNAN"	On 17th January.
SHANGHAI	"FOOCHOW"	On 17th January.
MANILA	"TAMING"	On 17th January.
YOKOHAMA and KOBE	"TSINAN"	On 18th January.
SHANGHAI	"TIENSIN"	On 19th January.
MANILA, PORT DARWIN, THURS- ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 23rd January.
CEBU and LOILO	"SUNGKIANG"	On 24th January.

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified  
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 16th January, 1905

[11]

# CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	TONS.	WEDNESDAY	25th Jan.
R.M.S. "TARTAR"	4,425	WEDNESDAY	25th Jan.
R.M.S. "EMPEROR OF INDIA"	6,000	WEDNESDAY	8th Feb.
R.M.S. "EMPEROR OF JAPAN"	6,000	WEDNESDAY	8th Mar.
R.M.S. "ATHENIAN"	3,882	WEDNESDAY	15th Mar.
R.M.S. "EMPEROR OF CHINA"	6,000	WEDNESDAY	29th Mar.

Hongkong to London, 1st Class ..... via St. Lawrence 260. via New York 282.  
Intermediate on Steamers ..... 240. " " 242.  
and 1st Class Hall .....

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the  
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to  
VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND  
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at  
intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.  
SPECIAL BATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. W. CRADDOCK, Acting General Agent,  
9, Princes Street

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHUNSHANG"	Tues., 17th Jan., D'light.
SHANGHAI	"KWONGSANG"	Wednes., 18th Jan., D'light.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Wednes., 18th Jan., 3 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS.

Hongkong, 14th January, 1905.

[18]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light. Perfect  
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-  
date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rolger	Manila	Sat., 21st Jan., 10 A.M.
RUBI	2540	R. W. Almond	Manila	Sat., 29th Jan., 10 A.M.

For Freight or Passage apply to

**SHEWAN, TOMES & CO.,**  
GENERAL MANAGERS.

Hongkong, 16th January, 1905.

[16]

# PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO SHANGHAI INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR  
OPERATING IN  
OREGON RAILROAD & NAVIGATION CO.  
CONNECTION WITH THE

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT DAYLIGHT ON
"NUMANTIA"	4,370	Brahmer	January 23rd, 1905.
"ARABIA"	4,483	Bable	February 13th, 1905.
"ARAGONIA"	5,198	Schuldt	March 13th, 1905.
"NICOMEDIA"	4,370	Wagner	March 31st, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Points. For through rates of Freight and further information, communicate  
with or apply to  
**ALLAN CAMERON, GENERAL AGENT.**  
Hongkong, 10th January, 1905.

# JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS.	JAPAN	Second half of January	JAVA PORTS	Second half of January
TJILATJAP.	JAPAN	Second half of February	JAVA PORTS	Second half of February
TJIMAH	JAVA	Second half of January	JAPAN via SHANGHAI	First half of February

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
HEAD AGENCY OF THE  
**JAVA-CHINA-JAPAN LIJN.**  
Telephone No. 375.

Alexandra Buildings, 3rd Floor.  
Hongkong, 17th January, 1905.

**COMPAGNIE DES MESSAGERIES  
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FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, INDIA, ADEN,  
EGYPT, MARSEILLES,  
LONDON, HAVRE, BOR-  
DEAUX, MEDITERRA-  
NEAN AND BLACK SEA  
PORTS.

THE Steamship  
"AUSTRALIEN"  
Captain Veron, will be despatched for  
MARSEILLES on TUESDAY, the 24th  
January, 1905, at 1 P.M.  
Passage tickets and through Bills of Lading  
issued for above ports.  
Cargo also booked for principal places in  
Europe.  
Next sailings will be as follows:  
S.S. "BERNARDINI" 7th February.  
S.S. "POLYNESIE" 21st February.  
L. BRIDOU,  
Acting Agent.  
Hongkong, 11th January, 1905.

**AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.**  
STEAM FOR  
FIUME AND TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG,  
RANGOON, COLOMBO, ADEN,  
SUZ and PORT SAID.  
(Taking Cargo on through bills of lading to the Brazils,  
to South America, Red Sea, Black Sea,  
LAVAN, VENICE and ADRIATIC PORTS).

THE Company's Steamship  
"CHINA"  
Captain Tomasovich, will be despatched as above  
on FRIDAY, the 28th inst., P.M.  
For information as to Passage and Freight,  
apply to  
**SANDER, WIELER & CO.,**  
Agents,  
Princes Buildings.  
Hongkong, 5th January, 1905.

**AMERICAN ASIATIC STEAMSHIP  
COMPANY.**  
FOR NEW YORK VIA SUEZ CANAL  
WITH LIBERTY TO CALL AT THE MALABAR  
COAST.  
PROPOSED SAILINGS.

NOT RESPONSIBLE FOR DEBTS  
NEITHER the CAPTAIN, the AGENTS nor  
the OWNERS will be RESPONSIBLE  
for any DEBTS contracted by the Officers or  
the Crew of the following Vessels during the  
stay in Hongkong Harbour.  
Acker, American 4-m. ship, McLellan—Stan-  
dard Oil Co.  
E. SPICER, British ship, Geo. T. Hay—ARN-  
HOLD, KARBERG & CO.

NOTICE TO SHIPPERS.  
THE NIPPON YUSEN KAISHA are  
prepared, during suspension of their  
Trans-Pacific Service and until further notice  
to book cargo and issue Bills of Lading to  
SEATTLE, WASH., VICTORIA, B.C., and  
PACIFIC COAST PORTS, also to OVER-  
LAND POINTS in the UNITED STATES  
and CANADA in connection with the GREAT  
NORTHERN RAILWAY from SEATTLE  
PACIFIC S.S. CO., BOSTON STEAMSHIP  
and TOWBOAT CO.'S, OCEAN S.S. CO.  
and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the  
Company's Local Branch Office in Prince's  
Building, First Floor, Charter Road.  
A. S. MIHARA,  
Manager.  
Hongkong, 20th May, 1904.

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All descriptions of  
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GRANITE and MARBLE MONUMENTS  
Prices & Estimates on Application.  
No. 1, QUEEN'S ROAD EAST.  
Hongkong, 17th October, 1899.

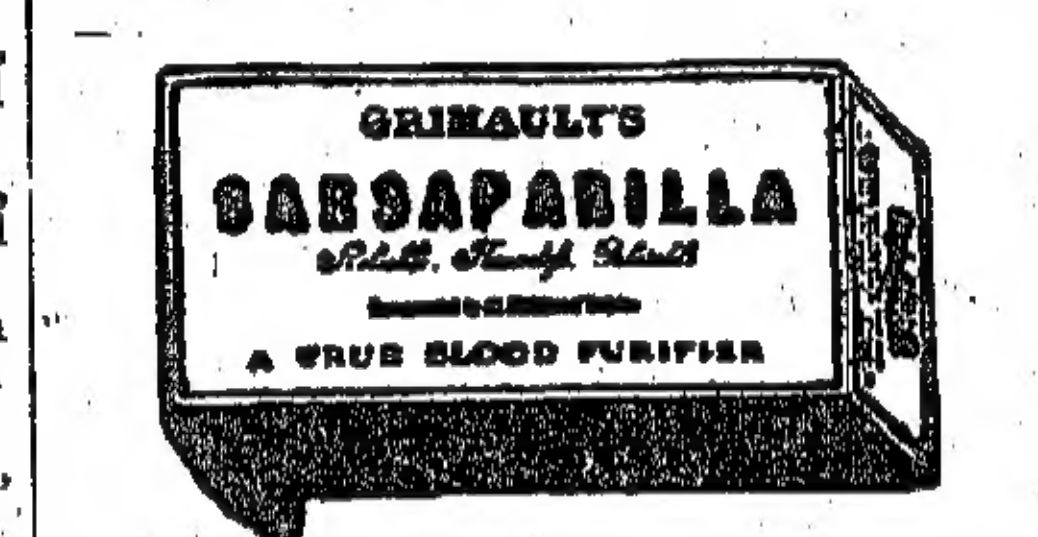
**BRITISH WARSHIPS.**  
ALACRITY, British despatch-boat, 1,700, Comdr.  
E. M. Harbord.  
ALBION, H.M. battleship, 12,950, Fremantle.  
ALGERINE, British sloop, 1,050, Rowland  
Nugent.  
ANDROMEDA, British cruiser, 11,000, R. N.  
Omnemey.  
BRITOMART, British gunboat, 710, Com. T. D.  
Fratt.  
CENTURION, British battleship, 10,500, F. F.  
Fegen.

CHERUB, water tank and tug.  
GLORY, British battleship, 13,000, Hon. W. G.  
Storford.  
HANDY, torpedo boat destroyer.  
HUMBER, British storeship, 1,400, P. M.  
Hindes.  
OTTER, torpedo boat destroyer, Lieut. E. H.  
Jellison.  
PACIFIC, British sloop, 1,050, John Nicholas.  
ROARIO, British sloop, 960, Vivian.  
TAKU, British destroyer, 250, Cranford.  
TAMAR, receiving ship, Commodore C. G.  
Dicken.  
TWEED, British gunboat, 362, R. H. Keate.  
VIRAGO, torpedo-boat destroyer.  
WATERWIT, British surveying-ship, 630,  
Comdr. E. C. Hardy.

**FOREIGN WARSHIPS.**  
ADAMASTOR, Portuguese cruiser, 1,860, Ribeiro.  
DAIMON, U.S. cruiser, 4,600, (Rear-Admiral  
Polgeron) Comdr. Sargent.  
OZMAO, U.S. gunboat, 235, Lieut. Dismick.  
FURST BISMARCK, German cruiser, 11,000,  
Prows.  
GENERAL ALAVA, American transport, Captain  
Whitton.  
KAISERIN ELIZABETH, Austrian cruiser, 4,000,  
Miele.  
LUCKS, German gunboat, 85, Kroencke.  
SEWARD, U.S. transport, 350, Croskey.  
SPERBER, German gunboat, Capt. Oze.  
VASCO DA GAMA, Portuguese cruiser, 3,000,  
Vasco da Carvalho.

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